

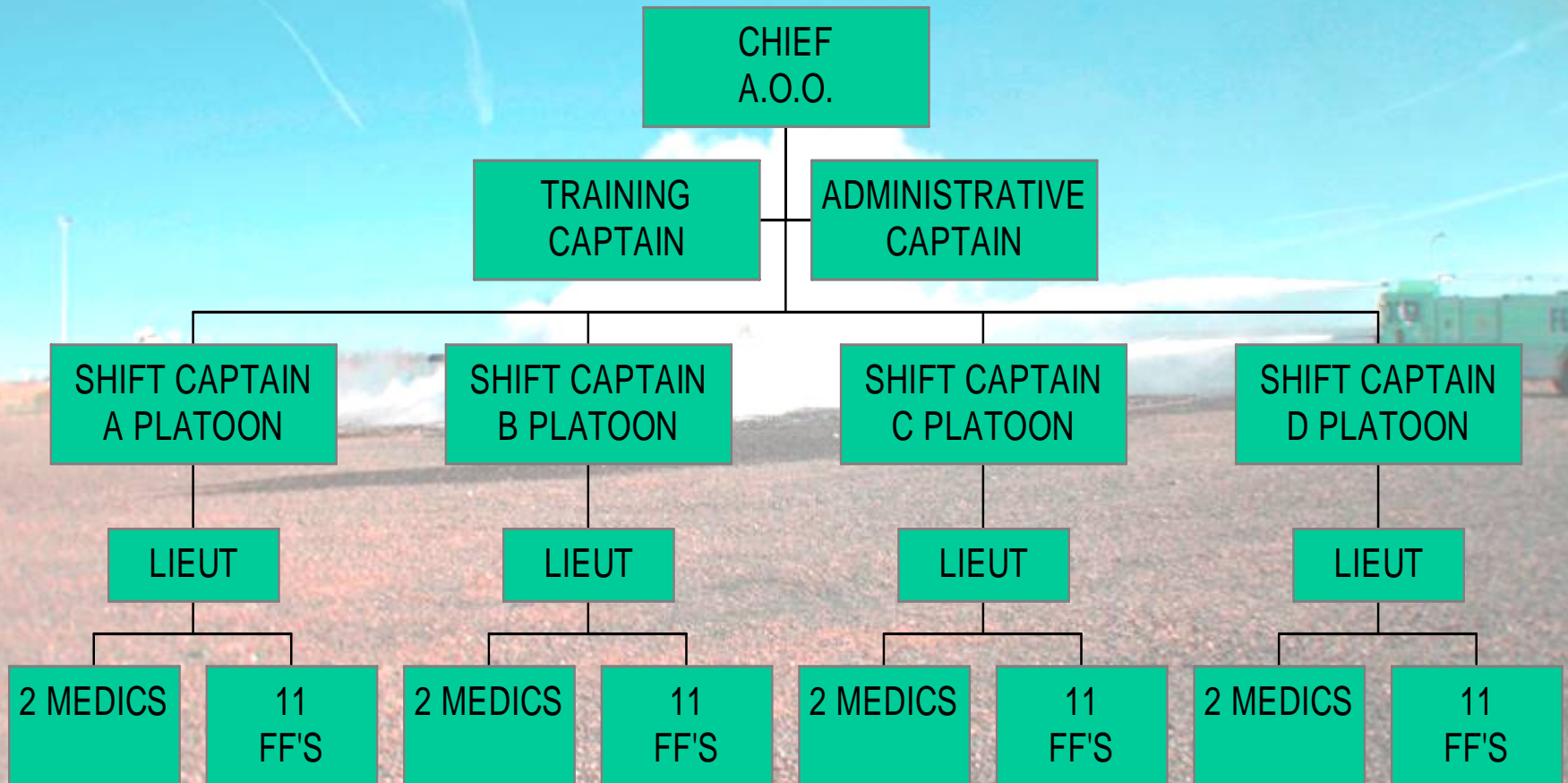
THE U.P.S. DC-8 CARGO JET FIRE



AT PHILADELPHIA INTERNATIONAL
AIRPORT

Capt. Gary Loesch

AVIATION OPS DIVISION (ARFF)



DC-8 DECLARES ALERT 1

22,000 Lbs Fuel - 3 Souls on board



CLEAR SKYS, 32 DEGREES

55% HUMIDITY

WINDS FROM WEST 8 MPH

INITIAL RESPONSE

- EMERGENCY AIRCRAFT USE 27L
- ARFF STAGED ON 27L
- DC-8 LANDED ON 27R JUST PAST TW LIMA
- ARFF REPOSITIONS
- FLIGHT CREW USE EMERGENCY SLIDE TO EXIT PLANE

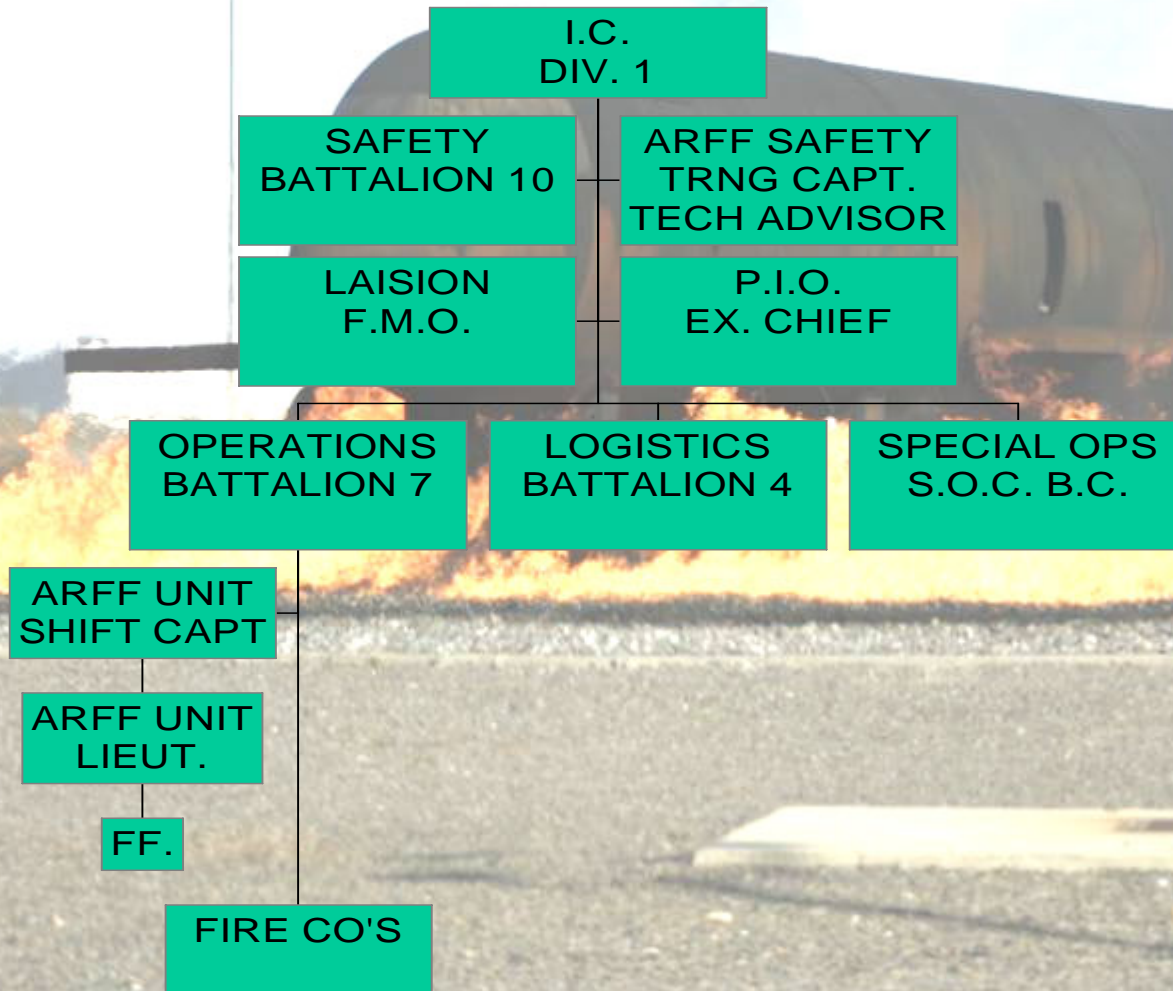


EMERGENCY GRID MAP

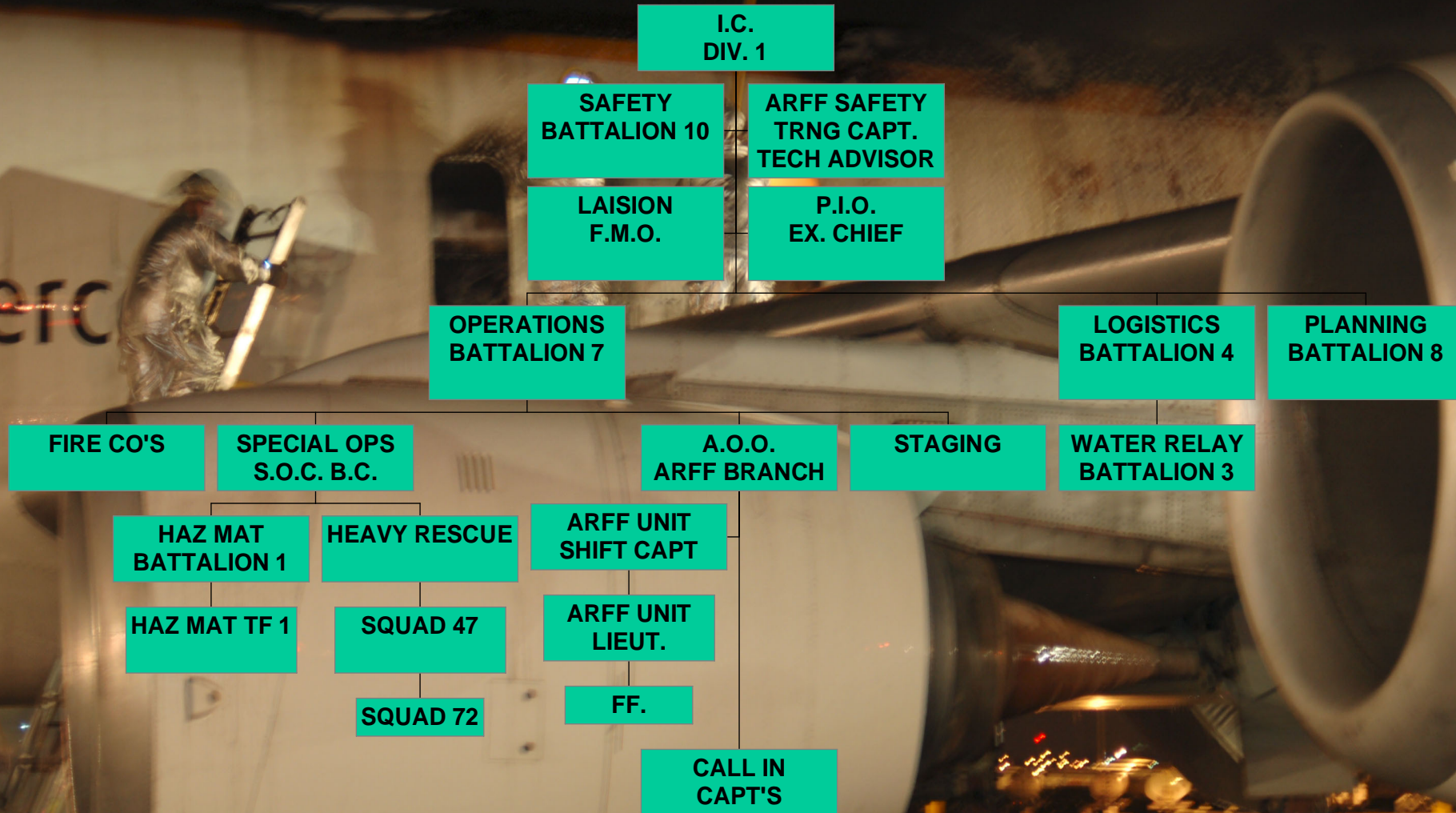
ACTIONS OF FOXTROT 21

- REQUESTS A FULL BOX ASSIGNMENT
- ASSIGNS MEDIC 30 TO CREW
- ORDERS HANDLINE & SNOZZLE OPERATIONS
- COMMUNICATE WITH AIRPORT 10 FOR SUPPORT

ARFF INCIDENT COMMAND

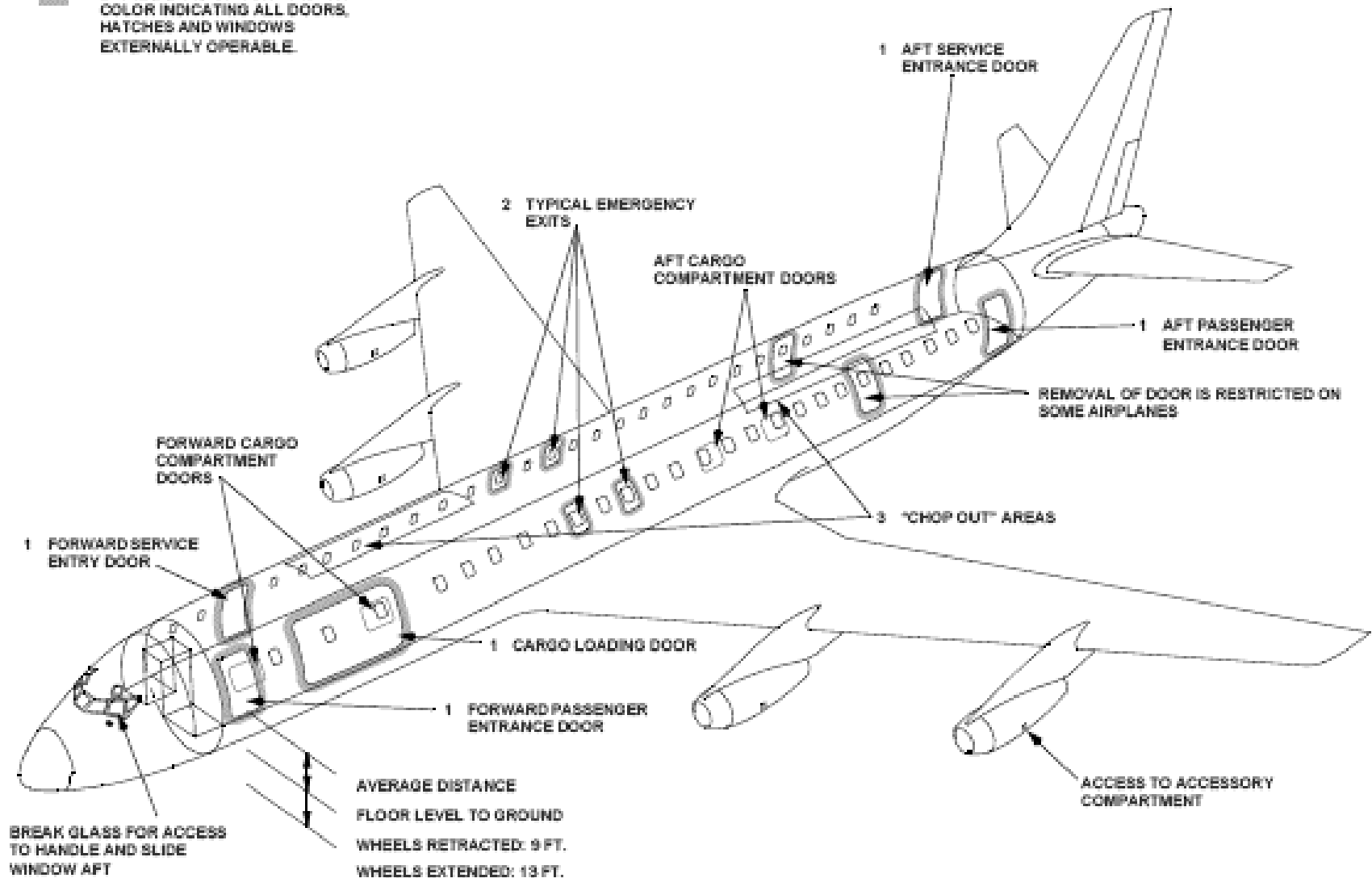


ARFF INCIDENT COMMAND



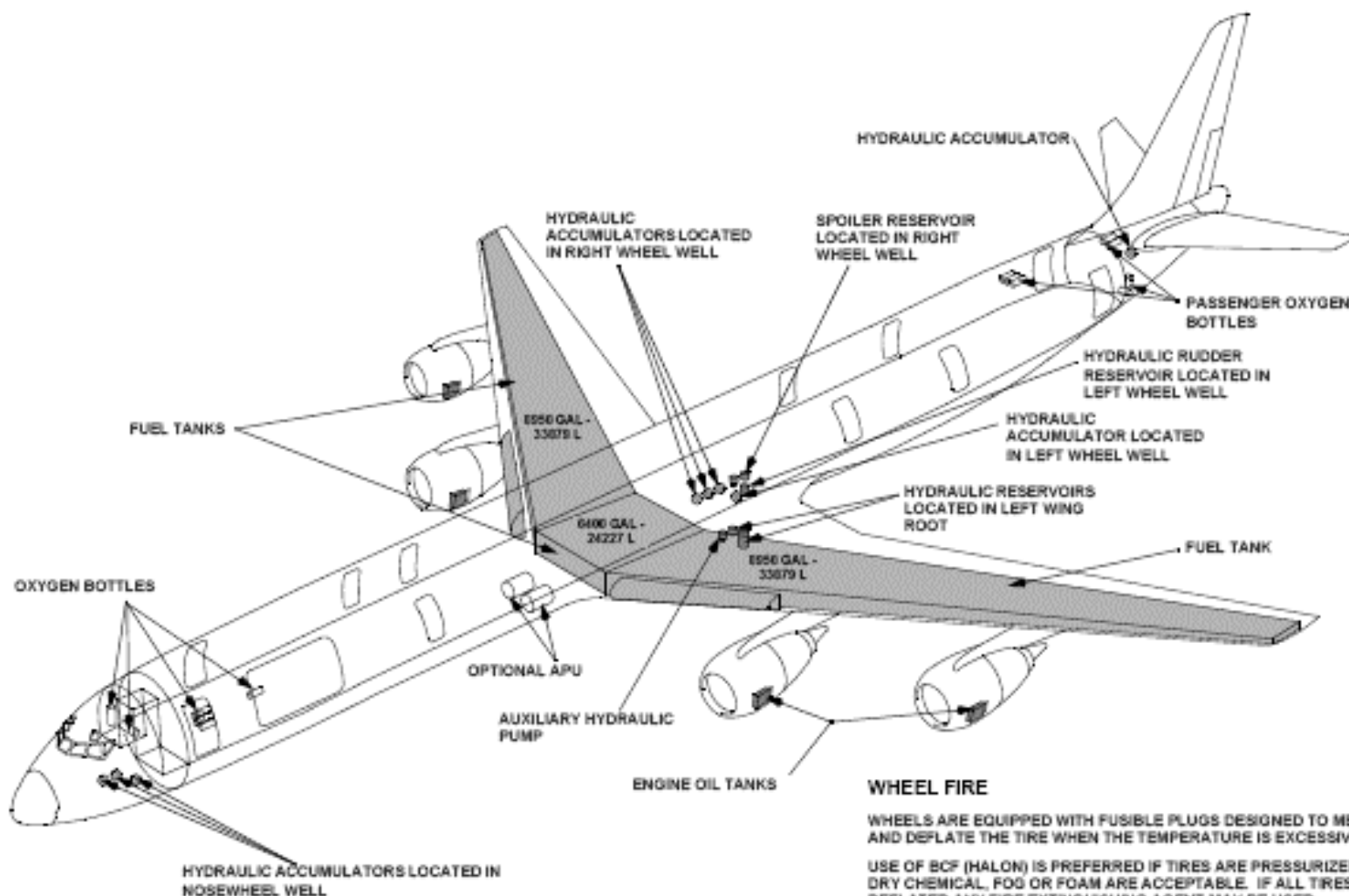
DC -8 "CARGO"

2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.



DC-8 MODEL 71

FLAMMABLE MATERIAL LOCATIONS



WHEEL FIRE

WHEELS ARE EQUIPPED WITH FUSIBLE PLUGS DESIGNED TO MELT AND DEFLATE THE TIRE WHEN THE TEMPERATURE IS EXCESSIVE.

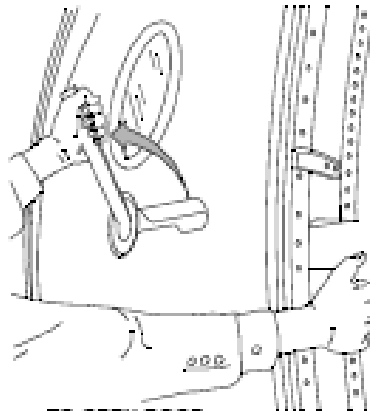
USE OF BCF (HALON) IS PREFERRED IF TIRES ARE PRESSURIZED, BUT DRY CHEMICAL, FOG OR FOAM ARE ACCEPTABLE. IF ALL TIRES ARE DEFLATED ANY FIRE EXTINGUISHING AGENT MAY BE USED.

WARNING: APPROACH LANDING GEAR TRUCK FROM FORWARD OR AFT WHEN FIGHTING A WHEEL FIRE AS WHEELS AND TIRES MAY EXPLODE.

DC-8 MODEL 71

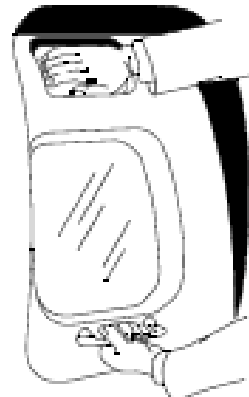
EMERGENCY RESCUE ACCESS-1

1 PASSENGER AND SERVICE DOORS



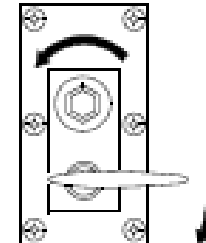
- TO OPEN DOOR:
1. PULL HANDLE FROM RECESS.
 2. ROTATE HANDLE FORWARD.
 3. PULL DOOR OPEN.

2 OVERWING EMERGENCY EXITS



- TO OPEN DOOR:
1. HOLD HANDLE.
 2. PUSH RELEASE PLATE (HANDLE ON SOME AIRPLANES ONLY).

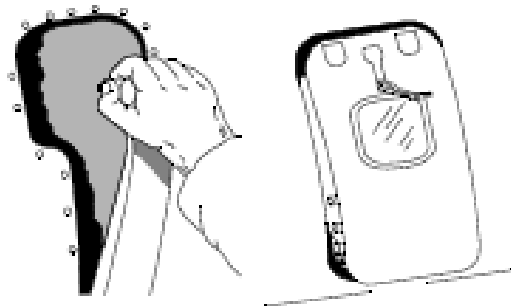
3 FORWARD UPPER CARGO DOOR EXTERNAL CONTROL PANEL



TO OPEN DOOR:

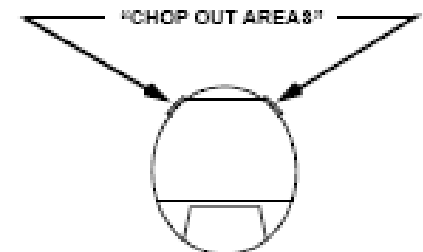
1. PUSH LOCKPIN HANDLE DOWN AND HOLD.
2. INSERT WRENCH IN HEX END OF DOOR HANDLE SHAFT AND ROTATE COUNTERCLOCKWISE TO UNLATCH.
3. ATTACH SLING TO DOOR AND HOIST DOOR OPEN.

4 EMERGENCY EXIT DOORS



- TO OPEN DOOR:
1. PULL HANDLE FROM RECESS.
 2. ROTATE HANDLE FORWARD.
 3. PULL DOOR OPEN.

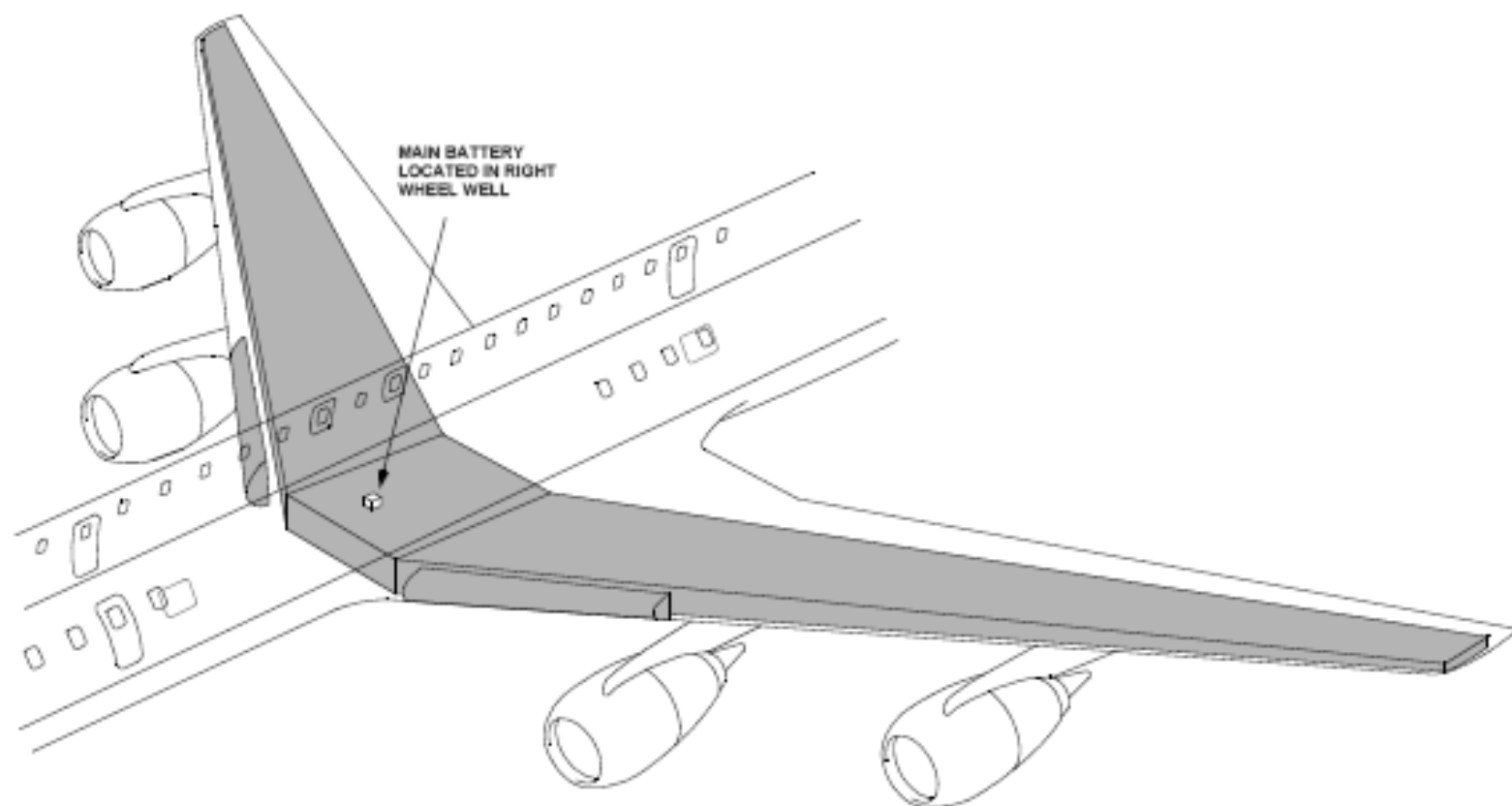
5 CHOP OUT AREAS



NOTE: "CHOP-OUT" AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE NECESSITY FOR "CHOP OUT."

DC-8 MODEL 71

BATTERY LOCATIONS





HAND LINE OPERATION

RIGHT WING OPERATIONS



LEFT WING OPERATIONS



SNOZZLE OPERATIONS





USE THERMAL IMAGER
WITH SNOZZLE
OPERATIONS



MAJOR CRASH VEHICLE OPERATIONS

RIGHT REAR SERVICE DOOR

- POSITION MCV FOR MAX PENETRATION
- ROTATE VEHICLES TO MAINTAIN WATER SUPPLY



FOAM OPERATIONS



MAIN CARGO DOOR ISSUES



**Box- 6355- Philadelphia International Airport- February 7, 2006- 2 Alarms
Local-11:58 PM- Box- 12:02 AM- 2nd Alarm-1:04 AM- FUC-4:07 AM
SA Members-SA Chief Masi, SA Capt. Hodson, SA St. Marie
SA Trout, SA Hough, SA Vaughn.**



QUESTIONS

